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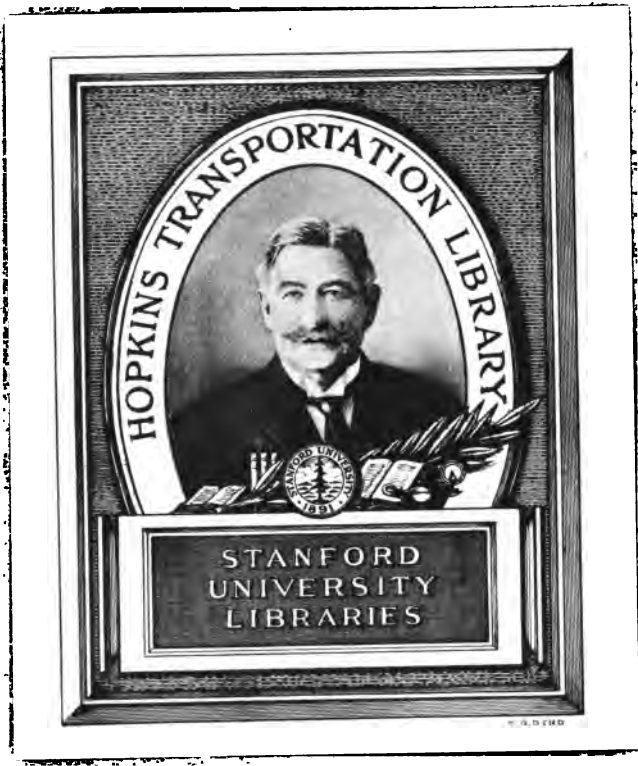
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Gt. Brit. Parliament. House of Lords.
Wakefield, Pontefract, and Goole Railway.

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Ch. Brit. Rail. Bill

HOUSE OF LORDS.

Wakefield, Pontefract, and Goole Railway.

REPLY OF MR. WILKINS,

AS COUNSEL

ON BEHALF OF THE PROMOTERS OF THE BILL,

WEDNESDAY, JULY 23, 1845.

LORD MONTEAGLE IN THE CHAIR.

York:

PRINTED BY W. & J. HARGROVE, HERALD-OFFICE.

1845.

HE3020

W14 G7

THE WAKEFIELD, PONTEFRAC, AND GOOLE RAILWAY BILL which was promoted by local parties, in conjunction with the MANCHESTER AND LEEDS RAILWAY COMPANY, was introduced into Parliament on the second day of the session of 1845, and encountered, in every stage of its progress, the most determined, but unsuccessful, opposition of the YORK AND NORTH MIDLAND RAILWAY COMPANY, as the promoters of a competing line, called the BRAYTON AND GOOLE RAILWAY.

COMMITTEE ON STANDING ORDERS.

SIR JOHN YARDE BULLER—Chairman.

PARLIAMENTARY AGENTS.

FOR THE BILL—Messrs. WRIGHT, SMITH, & SHEPHERD, 15, Golden Square.

AGAINST IT—Messrs. BURKE, PRITT, & VENABLES, 44, Parliament Street.

COMMONS' COMMITTEE.

MR. PAKINGTON—(*Droitwich*)—Chairman.

LORD SEYMOUR (*Totness*).

MR. WHITMORE (*Bridgnorth*).

MR. BOUVERIE (*Kilmarnock*).

MR. MAXWELL (*Cavan*).

LORDS' COMMITTEE.

LORD MONTEAGLE—Chairman.

EARL OF FALMOUTH.

LORD POLWARTH.

LORD TENTERDEN.

LORD SUDELEY.

COUNSEL FOR THE PROMOTERS.

THE HON. JOHN TALBOT.

MR. SERGEANT KINGLAKE.

MR. HOPE.

MR. WILKINS.

MR. BLAND.

SOLICITORS.

MESSES. LEEMAN AND CLARK, York.

ENGINEER.

JOHN HARRIS, Esq., of Darlington.

COUNSEL AGAINST THE BILL.

MR. AUSTIN, Q.C.
MR. ALEXANDER, Q.C.
MR. HILDYARD, Q.C.

MR. KNOWLES, Q.C.
MR. PICKERING.
MR. HARDY.

SOLICITORS.

MESSRS. RICHARDSON AND GUTCH, York.

ENGINEERS.

ROBERT STEPHENSON, Esq.
J. C. BIRKENSHAW, Esq.

The BRAYTON AND GOOLE RAILWAY WAS REJECTED, and the
WAKEFIELD, PONTEFRAC, AND GOOLE RAILWAY BILL WAS
UNANIMOUSLY PASSED by the Committees of both Houses of Parliament,
and received the ROYAL ASSENT, 31st July, 1845.

My Lords,

In discharge of the arduous duty devolved upon me, I shall, in the first place, as succinctly as possible, meet the case of my learned friend, Mr. Hildyard, and then proceed to persuade your Lordships that the undertaking, now waiting your approval, was commenced after much deliberation, and that its details, cautiously projected, are sanctioned by reflection; that it is not, as represented by our opponents, a crude scheme, adopted in haste, and condemned by its promised results. In short, I undertake to shew to the Committee, that Mr. Harris's vindication has been furnished by the other side, and that, had he no other reason to urge for the line selected by him, than avoidance of the evils necessarily resulting from the plans of Messrs. Birkenshaw and Leather, that reason will be more than sufficient. For I will prove to demonstration, that the adoption of their recommendations, would be productive of unmixed evil. These, I know, my Lords, are bold assertions, especially on the part of one, compelled, as I am, to plead guilty to the charge of juniority, as urged against me by my learned friend, Mr. Alexander; but "the great crime of being a young man, which the learned gentleman has with so much candour and liberality charged upon me, I shall attempt neither to palliate nor refute; but content myself with wishing to be one of those, whose follies may cease with their youth." It is long, very long, since my learned accuser could be charged with the offence of juvenility; and obviousness has made him uncharitable. I should not have deemed it necessary to have occupied your Lordships' valuable time, upon which such merciless trespasses have already been made, on a subject only personal, but that it has happened, throughout this long investigation, whenever I ventured to object to any of the proceedings on the other side, I have invariably been

reminded of my juniority. Strange inconsistency! for, legally speaking, my friend, Mr. Alexander, himself is junior to his leader, Mr. Austin. I cannot, therefore, for the life of me, discover either point, force, or good taste, in the reproach. True, my accuser wears the outward badge of precedence; but, if he perseveres in such answers to the arguments of his opponents, who may happen to appear in more homely attire, he will go far to convince the public that silk and stuff are convertible terms. But whilst I can boast of the confidence of my most able leader, Mr. Talbot, who has paid me the practical compliment of confiding the weight of this difficult case to my judgment, I have more than enough of philosophy to bear Mr. Alexander's taunts with equanimity. That I may not have justified the confidence reposed in me—that I may have disappointed the hopes entertained by my clients—that I may have trespassed upon the forbearance of the Committee—and may have been guilty of much indiscretion, I am free to admit. My extenuation must be my youth. Such an excuse is too far behind, to be invoked by my learned censor. But now, my Lords, let me respectfully bespeak your attention to my reply to the observations of my learned friend, Mr. Hildyard. Most assuredly, if physical energy—vituperative declamation against his opponents—falsome eulogy of his clients—and unqualified unfounded assertion, could pass current with your Lordships for reason and argument, I could have little hope of success. But I trust that I shall demonstrate that my learned friend's address has this peculiarity about it, that it does not contain one invulnerable position; and, if the Committee are not already too wearied to follow me, I will go over his argument, step by step, and, with the force of truth, eject him from every inch of ground of which he has possessed himself.

It was somewhat curious to observe how my friend waxed hot and bold as he proceeded. He began in the accents of supplication, with a touching appeal to your Lordships' sympathies: he concluded in the language of accusation, and a rude attack upon your fears. His exordium was an appeal, *ad misericordiam*, for the much injured Smyth. His Peroration arraigned the legislature at the bar of public opinion, with Mr. Hildyard as judge, for conspiring to cheat the public of their rights. Throughout the whole of my friend's address, I may say from the very commencement of this inquiry in the Commons, to the time when I commenced my reply, no opportunity of puffing Mr. Hudson and his satellites, and of disparaging all who

should dare to oppose his will, has been allowed to escape unimproved. Accordingly, Mr. Smyth is put forward as a most injured man, and the company, whom I have the honour to represent, as everything unjust and tyrannical. Now, what really is the unparalleled wrong that we seek to do Mr. Smyth? He lives upon a Common, near to Wakefield, in a house which has been said to have been in the possession of his family for the last three centuries. I dare say it is a very neat pretty house, and that it commands an interesting panoramic view, of which the portions of the railway seen from his house will constitute about two and a half per cent. of the whole, and your Lordships will not forget that his own witnesses have proved that by plantation even those portions may be entirely covered. Much has been said about the old hall. This said hall is avowedly a recent purchase—is now occupied as a school—and is in such a state of dilapidation, that it would require more than it is worth to make it a fit habitation for a gentleman. All this has been proved by Mr. Smyth himself. But, my Lords, your sympathies for poor Mr. Smyth were sought for, not merely on account of the injury done to him by our approaching within a mile of his house, but also because, single-handed, he opposes a public company. Was ever any appeal so unfounded? Single-handed? Why, has it not been proved beyond all question that this opposition is Mr. Hudson's? Is it not conducted by Hudson's solicitor—sustained by the evidence of Hudson's engineers—paid for by Hudson's money? Have not all these facts been clearly proved by King Hudson himself? and was not Mr. Smyth compelled to admit their truth? How worse than idle, then, to talk about the hardship of forcing a private individual into opposing a public company. If this be not Mr. Hudson's opposition, why take such pains to panegyriser him before your Lordships? Why seek to build a temple to great Hudson's fame, out of the fragments of other men's reputations, if he be not the be-all and the end-all of this opposition? But who is Mr. Hudson, this huge colossus, that doth bestride the narrow world? I know not whether your Lordships attended closely to his examination. I did, from very surprise and disappointment, not sure whether mine ears had been made "the fools of the other senses." I read, and re-read that evidence, to find the secret of this great man's ascendancy, and then was forced upon my mind a saying, learned in my boyhood, "You know

not, my Son, with how little wisdom this great world is governed." How much my Lords, of what this world calls great, is based upon the veriest accident; and Mr. Hudson will do wisely to contemplate the frail tenure of his position, instead of allowing himself to be inflated with the fulsome adulation offered to him to-day. I have known him for some time; but I should despise myself, much as I esteem him, could I be betrayed into an effort to persuade him that he is fitted, either by intellect or attainments, to govern men, or guide the state. But why is he here to-day? Surely, my Lords, if you are called upon to scan the motives of the promoters of this Bill, justice also requires that you look well to the views and objects of those opposing it. Will Mr. Hudson so insult our understandings, as to state that he is disinterested in his opposition—that he is here to shield Mr. Smyth from oppression, or to promote the public good, except so far as that good may square with the advantage of the companies he may represent? Or, has he persevered in his opposition, in realisation of the picture drawn by his learned Counsel of the gallantry of the English character, in dying game? To be serious, my Lords, can any opposition be more selfish than this? The Board of Trade—the Public voice—the best engineering evidence—a committee of the other House without a dissentient voice—all have combined in their recommendation of our undertaking. Yet Mr. Hudson perseveres in his resistance, and why? Merely because avarice and a vulgar ambition tremble at any interference with that monopoly, which must be baneful to the public in any hands, and by far too weighty for the strength of Mr. Hudson. When, therefore, my learned opponent talks again about the cupidity of the Manchester and Leeds Company, let it be at a time when his Idol is out of sight, lest it provoke his hearers to institute comparisons, and judge by contrast. But my learned friend supposed that we regarded the alliance between Messrs. Smyth and Hudson as a mystery. We do no such thing. The nature, objects, and circumstances of that alliance are all before us, and he who supposes there is any mystery about it, must indeed be ignorant of the characteristics of that animal called man. As far as all the parties to the contract are concerned, SELF is the beginning, the middle, and the end; and much as we may seek to impose upon ourselves by high-sounding words and euphonic phrases, aye, though we presume even to deal with the Monarch of Railways, his

Vapoury Highness, King Hudson, we shall be compelled to admit the philosophy of Burns, that "*a man's a man for a' that.*" And when I recalled Mr. Stephenson, to ascertain the extent of his interest in opposing railways, and the relation in which he and his father stood to Mr. Hudson, I meant not to impute dishonesty to that gentleman, but merely to caution the Committee against that bias, that self interest almost necessarily gives to one's views, and makes our thoughts the offspring of our wishes. But my friend will not admit that either Mr. Hudson or his witnesses can be moved by the impulses of men, or prone to the errors of mortals. We were told that Mr. Hudson is better acquainted with the commercial resources and requirements of this kingdom than any other man; that no problem is too large for the giant grasp of his mind; that his heart is unassailable by the temptations and unapproachable by the weaknesses of the multitude. In short, if his admirers are to be believed, there is none so fit for the government, moral, spiritual, and political, of the empire, as Hudson. Why, then, let Britannia abdicate her sea-girt throne. Let her yield up her shield and trident to abler hands, and let King Hudson, *au naturel*, from his well-earned seat, exhibit his claims, physical and moral, to an admiring world.

My friend has a supreme contempt for positives and comparatives. Accordingly, he is superlative in his abuse as in his panegyric. Mr. Hawkshaw is the most shameless witness that ever came into a Court, because he said that this case of Mr. Smyth's was the least entitled to compensation of any which he had seen. Now, my Lords, in my opinion Mr. Hawkshaw needs not the aid of any man's praise. I will, therefore, content myself by simply inviting attention to his evidence. Look at his conclusions; weigh well the reasons by which he has concluded; and I do not fear the result. Having criticised his statements, turn to the evidence by which it is sought to refute them. Out of all the noblemen and gentlemen whom they have called, some of them the friends of Mr. Smyth, not one has been found to justify the extent of Mr. Smyth's complaint. What did my Lord Wharncliffe say? I need not tell your Lordships that he is a far-seeing, wise man; one who thinks before he speaks; and I am sure that before he came into this room, he had looked well at the plans and sections of Mr. Smyth's engineers. One answer given by his Lordship to my learned friend, Mr. Hardy, satisfied me of that. "In your opinion, my Lord," said my friend, "will great damage be done to the house of Mr. Smyth

by the projected Wakefield, Pontefract, and Goole Railway." Answer.—"I cannot tell; I have visited Mr. Smyth, but I can give no positive answer to that question." Question.—"In your opinion, if another line could be taken with better gradients, and with fewer engineering difficulties, should that line be adopted?" I entreat your Lordships to mark the answer—"I cannot answer that, unless I could be convinced that the other line which you suggest would do less damage than that which is done to Mr. Smyth." The Committee will, I am sure, remember the damage which Mr. Smyth seeks to inflict on Sir Edward Dodsworth by Birkenshaw's line, and by-and-bye, when I come to my own case, I think I shall convince your Lordships that my Lord Wharnccliffe had seen other results from both Mr. Birkenshaw's and Mr. Leather's projected lines, far more disastrous than any that could affect the seat of Sir Edward. But Mr. Hildyard has discovered that we made overtures to Mr. Smyth, and urges his discovery as a proof that we admit the injury to him to be considerable. My Lords, I quote the cost, delay, and vexation of this opposition, as an answer to this fallacy. We offered him two thousand pounds. I put it to any reasonable being, although that amount is more by five times than any jury in the land will give him, would not those two thousand pounds have been well laid out? Who does not know that in all undertakings of this kind the assent of the wealthy and influential must be bought at a great cost. It is not the land that is purchased. It is not the damage that is paid for. It is the help that is obtained, or, if not help obtained, at any rate resistance quieted. I am quite sure that my friend's long experience must have convinced him of the fallacy of his reasoning, founded upon our offer to Mr. Smyth. My excellent leader, Mr. Talbot, has come in for his share of animadversion, for endeavouring, as was said, to under-rate the mischief done to Heath House. I can only say that, in consultation, I advised a resistance to entertaining this petition at all. I believed then, as I do now, that Mr. Smyth has no *locus standi*. My reasons I will give presently. My Lords, if I appear to be disconnected in my observations, let me not be reproached. I must follow him who preceeded me, and if, in the pursuit, I have to encounter sharp curves and heavy gradients, your Lordships will bear in mind, that I am now going over our opponent's line, of which, thank God, I am not the engineer.

"Many a shot, at random sent,
Finds aim the archer little meant."

It is very dangerous dealing in aphorisms ; and when my learned, friend said it very frequently happens, that private interests are overborne by great companies, under the pretext of public good, had he forgotten his previous boast, that Mr. Hudson was connected with more railways than any other man in the country ? How many individual complaints have been drowned in the eloquence of my learned antagonist, as counsel for Mr. Hudson, on the score of public good. But it seems, my Lords, we are going too fast. My friend begs your Lordships, if I may so speak, to let off your steam—to stop your train—and look where you are going ; and he tells you gravely that all at once, in July, 1845, he has discovered that he has been aiding and abetting a great many misdemeanours, and he begs your Lordships to stop, that he and Mr. Hudson may have leisure to repent ; and to prove the sincerity of his petition, to-morrow he will be found beside the philanthropic Hudson, urging his claims upon the adoration of his countrymen, for laying out a railway from the North to the South of the Island. We are taunted with our parade of liberality, and it is said when the light broke in upon us as to the amount of injury we were doing to Mr. Smyth, we proposed to refer the matter. Why is it not proved that the offer to refer was made even before our survey was completed ? Was not Mr. Smyth himself compelled to acknowledge, that from the beginning, to the present moment we have always been ready to leave the matter to be decided by any nobleman or gentleman ? Was not that offer made long before coming to London ? Before going into the Standing Orders Committee ? Again, before going into the Committee of the other House ? Has it not been repeated again and again ? What, then, is meant by the sneer at our liberality, or the insinuation of tardiness in referring ?

What will your Lordships think of Mr. Smyth's boasted disinterestedness, when he states that when he had found out a better line he ordered his attorney to cease to treat at all, that better line, inflicting far greater damage on a far more important estate than his own ? But what does the fact of his solicitor coming to treat prove ? Why, it shews that his client treated it as a question of money—that Mr. Smyth's acquiescence might have been bought—and that Heath House may be endured, even though about 120 yards of our embankment may be seen at a distance of $\frac{1}{4}$ mile. It must be borne in mind that the fact is not that we went to Mr. Marsden, as represented by my

friend, but that Mr. Marsden came to us; and there can be very little doubt, but for promises made by Mr. Hudson, Mr. Smyth would have had the good sense to take our offer. One would really suppose that this said Mr. Smyth was like Juan Fernandez, the "Monarch of all he surveys"—that between him and the horizon nothing was to intervene—that from the rising of the sun to the going down thereof, all was made for Smyth. I will not attempt to touch the Turner-like paintings of my learned friend, when he assayed the picturesque; nor shall I hope to keep pace with him in its pursuit. I leave him to the companionship of Dr. Syntax, and follow in the grosser pursuits of reason and fact. Now, as regards Mr. Smyth's ground of complaint, I say, that strictly speaking, he has no *locus standi*. Your Lordships have the model before you, and it has been shewn that in a field much nearer than the railway to his house, within the last two months the Lord of the Manor has been boring for coal; but it is said that no coal has been found. I care not for that; had coal been discovered, a shaft would have been sunk—a steam engine erected—and all the objectionables of a colliery in full play, by night and by day, in front of Mr. Smyth's drawing-room. We have also been informed, by Mr. Smyth himself, that the Canal Company have a perfect right to build warehouses, or lift coals in front of his house—that there are several fields with valuable water privileges, much nearer to his house, on which steam mills, factories, or other unsightly edifices may be erected. Now all these facts I elicited from Mr. Smyth's own lips. Who, then, can fail to discover that Mr. Smyth is treating as his that which rests upon the whim or caprice of his neighbours; that he is calling upon a company, carrying out a great national undertaking to forego their objects, important though they be—to sacrifice an immense outlay, to avoid an annoyance to him, which any freeholder in the valley, between him and our projected line, may create to-morrow, without let or hindrance. Why should a railway company, having purchased the land, be curtailed of any of the advantages which the possession brings with it? Or why should any man be allowed compensation for the loss of that, which was never his own, and the enjoyment of which hangs upon the contingency of caprice? Again, it was said that Mr. Talbot grossly exaggerated the objectionables to this house. It would have been better to prove than to complain. I say that every statement of my learned friend, Mr. Talbot, is borne out to the letter. There is a public-house near; there are public

roads in front of the house; there is a gravel pit; there is a blacksmith's smithy; there is a public canal, with its towing path in front: and I have yet to learn how, with all these adjuncts, Mr. Smyth's house can be entitled to the importance which is attached to it by Mr. Hildyard. We offer to plant out the view of that portion of the line visible from the bed-room (for it is proved that it cannot be seen at all from the ground floor); but no, it is impossible to satisfy this gentleman, as long as Mr. Hudson is at his elbow. This plantation will be objectionable. Now if anything were wanting to show how determined Mr. Smyth is to resist and complain, surely this would suffice. Mr. Smyth's view is a distant one; all its charms verge upon the horizon. The objects in the valley immediately below his house are rather objectionable than otherwise, and yet, although we propose to close up two small apertures which do not in the least assist the prospect, we are told that our plantation would be objectionable. Why? The only answer, because it is. I ask the Committee, is not Mr. Hawkshaw borne out by fact, when he says that of all the cases for compensation on the score of residential damage, which he has known, this is the least entitled to consideration. We were next favoured with a long lament over the disadvantages necessarily attendant upon the case of Mr. Smyth, because the counsel for the promoters had the first speech. I confess that such fears seem to me to argue too little for your Lordships' understanding, and a great deal too much for the address of counsel. I shall be pardoned, therefore, if I go on to other matters. Let me say a few words in vindication of Dr. Buchanan. The committee cannot have forgotten the storm of indignation that burst upon my poor head, the other day, because I put some questions to Mr. Hudson, as to the interest of Mr. Stephenson in many of Hudson's enterprises. Your Lordships' attention was very adroitly diverted from the real point of my cross-examination, and it was said that I had insinuated that Mr. Hudson was anxious to prevent the passing of our Bill, because it would interfere with the export of coal from the Clay Cross Colliery. My Lords, I am at a loss to discover how such a misinterpretation of my views could have entered the mind of man. I certainly wished to shew your Lordships that both Mr. Hudson and Mr. Stephenson were strongly interested in thwarting our enterprise; and in every Court that I have attended, I have always seen the evidence of strongly interested witnesses much criticised by both

Judge and Advocate. Indeed, experience suggested to the sages of our law, the wisdom of excluding parties, immediately interested in the issue, from the witness box altogether. I am prepared to admit that the evidence of an interested witness should be received with great caution, and am, therefore, willing that Dr. Buchanan should be brought within this category; but let us be fair: at all events, let us place the doctor in the scale against the engineer. But it seems the model, too, must share my friend's abuse. I am not quite sure whether that model were made perfectly intelligible to the Committee, but I will take upon myself to assert, that, upon inquiry, and the closest examination, it will be found correct to an inch. I will be content to submit it to the decision of Mr. Locke, one of their engineering witnesses, and will pledge my reputation on its exactness.

One of your Lordships inquired, during the examination of Mr. Harris, if that model had been exhibited before the Committee of the other House. It was not, my Lords, for we did not deem it possible that men could be found to exaggerate, as some of the witnesses did on that occasion. The case appeared to us then, as I trust it appears to the Committee now, one of minor importance. The production of that model has had the effect of altering the tone, both of witnesses and counsel; and I sincerely wish that your Lordships had an opportunity of contrasting the evidence here with that given before the Commons. But to proceed. A case like that of the promoters, says my learned friend, is not to be proved by inflated and exaggerated evidence. I agree in that entirely; but I will add, that it will bid defiance to stronger weapons than vituperation and inflated sentences on the part of counsel. You saw and heard, my Lords, the manner and evidence of Mr. Harris. Was there any thing either in manner or matter to justify the gibes and sneers put upon him by my learned friend? I grant that he may not be so good a Committee-room Engineer as some on the other side. He has not yet learned the art of dogmatising upon speculative and doubtful points, and he has yet to learn that it argues either wisdom or learning to treat the opinions of others upon unsettled questions with derision. He is a modest man, but I am sure that will not disparage him in the eyes of those whom I have the honour to address. I have lived in vain, if positiveness be a criterion of knowledge. Mr. Harris need not fear placing his actual experience in railway engineering in juxtaposition with that of any whom they on the other side have called. He gave to the Committee a

list of the works in which he has been engaged; let their merits speak for him. It is not his fault, said my learned friend, if nature has been niggardly in his mental gifts. Marvellous charity! Unheard of consideration! It cannot be his reproach, if he be not equal to a Stephenson, a Locke, a Gooch, and though last not least, a Birkenshaw. Immortal Birkenshaw! if not immortal now, he shall be, by the time I have summed up his merits. My learned friend, in the plenitude of his charity, has not only told poor Mr. Harris that he is a fool, but has left him in the slough of despond—has assured him that his folly springs from physical causes—and bids him not dare to hope ever to come within the halo of the never-to-be-overtaken Birkenshaw. But let Mr. Harris take comfort, whilst his follies are sanctioned and adopted by such men as Messrs. Hawkshaw, Vignoles, Cubitt, Thompson, and Gibbs. He may depend upon it, the world will prefer such folly, to the divine wisdom of a Birkenshaw. I shall not follow the example set me on the other side, of tarnishing real merit by unqualified adulation; but I refer the Committee to the men and their doings, and I am much mistaken if the quiet sensible testimony of Mr. Hawkshaw has not driven the bugbears and affected apprehensions of the other side to the winds. One of the learned Counsel sought to be facetious, at the expense of Mr. Gibbs; but I must think that he very soon repented his temerity. Mr. Gibbs is at this time engaged in an undertaking, as he himself stated, requiring more engineering skill and science than the laying out all the railways in the kingdom—I mean the draining the lake of Haerlem. What, then, is the force of the attempted satire upon Mr. Harris? To ridicule him, is to disparage such men as those already mentioned, and they are by far too secure in public estimation to fear any attempted lampooning of Counsel. But to justify the attack upon Mr. Harris, his evidence has been strangely misrepresented. He has been made to say that he adopted the gradient of 1 in 150, because it was the ruling gradient on the Manchester and Leeds railway. He said no such thing. What he did say was this—I knew I was to lay out this line as a continuation of the Manchester and Leeds—that I was to keep in mind its objects and capabilities; and having ascertained that the worst gradient on that line was 1 in 150, (a good working gradient,) with a view to accommodate the greatest district I selected that gradient, feeling assured that an engine that would take their heaviest traffic over a gradient of 1 in 150 for 7 miles,

would, without any difficulty, take the train through the whole line. That was what Mr. Harris did say, and my learned friend must have felt that he could not answer it, when he so misrepresented him. It was bold indeed to glance even at the evidence of Mr. Beckett Denison, who told the Committee that he thought the portion of our line between Wakefield and Oakenshaw indispensable. In vain did my learned friends endeavour to coax Mr. Denison into giving evidence for Mr. Smyth; they appealed to his friendship and long acquaintance in vain; and Mr. Beckett Denison's evidence seemed to me to amount to this—Mr. Smyth is my intimate friend—I won't say anything against his claim, but I can't conscientiously say anything for it. My friend went on to say that there is no traffic so important as the heavy mineral traffic. Granted; coal is now the very soul of commerce, and we urge this as one of our strongest arguments in favour of the Wakefield, Pontefract, and Goole Railway. But my friend says that your Lordships ought not to sanction a line for mineral traffic with a gradient of 1 in 150. Now, my Lords, after the evidence upon the subject of gradients, I ask, is not this absurd? [Lord Monteagle here intimated that the Committee were of opinion that there was no necessity to argue at any length that a gradient of 1 in 150 presented any real obstacle to making a railway.] I am obliged to your Lordship for that intimation, as it will shorten considerably the observations that I should otherwise have felt myself called upon to address to the Committee. But there is one ruling fallacy throughout the whole of our opponent's case, which I must expose. My friend has assumed, almost as an axiom, that the tax upon the public for passage and carriage must be in proportion to the constructing and locomotive cost; whereas, experience has shewn the reverse of this in almost every instance; and one of Mr. Hudson's own servants proved that, upon the Leeds and Selby line, containing the worst gradients of any line under Mr. Hudson's control, the fares are lower than on any other line in England. Whereas, upon the York and North Midland, a line almost upon a level, as cheaply made and worked as a railway can be, the fares, according to the evidence of Captain Laws, are considerably higher than on the Manchester and Leeds, the most costly line in existence. This, I think, will be a sufficient answer to the observations on this head. But, it is assumed, that by sanctioning a mistake in a railway, your Lordships would raise up an eternal evil, that is the phrase used by my friend, Mr. Hildyard.

Why eternal? Is not a grand experiment about to be tried by atmospheric power, which, if successful, will shew to the world the groundlessness of Mr. Stephenson's predictions and fears about gradients? and if successful, who will be found to be the cheats then? Mr. Hildyard was pleased to be complimentary, and told the Committee that not the engineers, as Mr. Stephenson, in his extreme modesty, had said, were cheating the public out of the benefits resulting from improvements in locomotive power; but that your Lordships were the real cheats. Permit me, my Lords, to say one word in reference to the charge preferred by me against my learned opponents, of talking against time. I hardly know how I received the storm that my accusation called down. It must have been awfully sublime to those who witnessed it. My learned friend, Mr. Alexander, was the *Jupiter torrans*. The order of nature was reversed on this occasion, for the thunder preceded the lightning, and one really felt blinded by the flashes of my friend, Mr. Pickering, who, it will be remembered, indulged in some metaphysical speculations as to the formation of my mind. Now, any one coming in at the crisis of the storm, would have supposed that I had attributed some baseness to my friends, unheard of in civilised society; and yet I will venture to say, that there is not one of them—perhaps I ought to except Mr. Pickering, because I know his experience is very limited—but with that exception, there is not one of them that has not at some time or other, in his professional career, talked against time. I think, therefore, that the indignation of my friends was rather more than proportionate to my offending, especially when I state to the committee the grounds upon which I formed my opinion. Ours was the first Bill introduced into the Standing Orders Committee. We were there opposed for four days. We were eighteen days before the Committee of the other House, besides four days upon the clauses. We have now been nine days before your Lordships; and when I found three Counsel cross-examining every witness, I trust, my Lords, that you will be of opinion that my conclusion was not a hasty one. After a nauseating repetition of the flattery before heaped upon Mr. Hudson's engineers, it was asked if it could be thought possible that such eminent men should pledge themselves to that which is not true. The like question is equally applicable to the gentlemen whom I have called; but such reasoning is most unsatisfactory and invidious; I will, therefore, avoid it. But I wish, with all my soul, that the press would

exercise its censorship over engineering evidence; that some intelligent observer were placed in every Committee Room, to report the sayings of these gentlemen to the world. They would then be taught the vast distinction between the advocate and the witness, and perhaps be constrained to yield to public censure, what they now withhold from strict truth. But if a comparison in this case must be instituted, let me ask your Lordships whose interests are most bound up with truth? Surely, his whose merits are to be tested by his work—whose reputation is to stand or fall by the excellence or worthlessness of his operations when completed. Your mere Committee-room engineers may go from Committee to Committee, and say or unsay, at the bidding of their employers, as the occasion may require, and all be forgotten, even by themselves; but let Mr. Harris mistake or deceive, and his blunder or imposition shall furnish a beacon to all, to avoid the chance of either as long as he may live. What a strange mistake my friend Mr. Hildyard fell into, when he stated that unless your Lordships were prepared to say that this was the best possible line that could be suggested, you were bound to throw out this Bill. How can your Lordships decide? Mr. Milnes stated the other day, "I have lived long enough to know well, that if you project the best line that can be made, you will have a Mr. Stephenson come and say he could make a great deal better still; and when he had submitted his plans, a Mr. Somebodyelse would tell you that he could beat Mr. Stephenson's. My Lords, Mr. Milnes may find a fulfilment of his statement in this room. Mr. Harris recommends his line; Messrs. Stephenson and Birkenshaw tell us that the Brayton and Goole can be made at half the cost, and realize all the good. Mr. Gooch boldly asserts that his Methley line will render the Brayton and Goole superfluous; but, says Mr. Leather, take my word for it, there is nothing like leather—mine is the line to beat them all. Again: the not-to-be-outdone Birkenshaw says, I have another line better than all: it is true I take you close to Sir Edward Dodsworth's park—I cut through his lodge—cross his coach road—destroy his fish preserves—and pass within a quarter of a mile of his mansion: but what is that, compared with the mischief caused by passing within three quarters of a mile of the back of Mr. Smyth's house? I take you for three miles on a line parallel to an existing line, and averaging only 900 yards distance from it the whole way. I cut and sever property the entire length, so as to leave the residue

almost valueless. I serve no new district, but what of all that? I say my line is the best, and when the Committee hear from our Counsel what a great man Mr. Birkenshaw is, who shall dare to question his dictum. Now, my Lords, who is to instruct you as to which is the best possible line. Perhaps my learned friend will undertake the task; he cannot do so without disparaging three out of four of the gentlemen upon whom he has lavished his encomia. At any rate, says my friend, the Commons have, by implication, decided that this is not the best line. Ah, indeed, how? Why, by inserting the Methley clause. But my friend forgets that the object of that clause was to insure all the benefit of the Brayton line in addition to our own. It was asked by my Lord Monteaule if any precedent for such a clause could be found in any other act. I am happy to be able to satisfy his Lordship on that head. [Mr. Wilkins here handed in 2 Acts of Parliament, containing similar provisions.] It has been asked what security have the public that the company will comply with such provisions as are contained in that clause. I will answer that, by referring your Lordships to the 7 and 8 Victoria, c. 85, sec. 17. [Here Mr. Wilkins read the section.] Were we not, therefore, to comply with the provisions of that Act, we should be guilty of a misdemeanor, and punishable accordingly. But having answered the question as to security to the public, my learned friend says, if the Methley branch be made, the other part of our line ought not to be made. Why not? And this brings me to a portion of Mr. Stephenson's evidence delivered yesterday, than which greater nonsense was never uttered. Mr. Stephenson, in oracular tone, told the Committee yesterday that if the Methley branch were made, we should never use the other portion of our line intervening between Wakefield and Pontefract. Pray, mark, my Lords, how some men draw upon their reputation to establish absurdities. Not use the other portion of our line! Have your Lordships forgotten the evidence of every witness on both sides as to the immense advantage of having the entire line under one control? When Mr. Stephenson ventured to play the prophet, he must have forgotten, or he must suppose that we had forgotten the existence of the 6 mile clause. Not use the Oakenshaw portion of our line! Does this man suppose that we have so Deified his patron, as to seek his bonds as badges of honour; that we are so blinded by devotion, as to place the success of our enterprise in his

hands, for this would be the effect of adopting the Methley branch as our connecting link between the West and the East.

It must be plain to every one that the Methley branch will be of immense advantage to the public, if we are allowed to construct our own with it, as we shall then have a wholesome check upon the cupidity and caprice of Mr. Hudson. But without it, he will have the power to make three miles of his line more costly to us than the entire residue. But it is our reproach that "we are a coporate body, and adventurers for the sake of gain." What, then, is Mr. Hudson? Most assuredly not a spiritual body, and the veriest Dalgetty, for the sake of gain, that this speculative age has produced. At length the cloven foot shews itself. Stop them at Knottingley, says my candid friend. Now he knew well that if your Lordships could be prevailed upon so to decide, that such decision would, in effect, disprove the preamble of the bill. He knew that according to the laws of Parliament the Committee had not the power so to adjudicate; but he sought to steal a march upon your Lordships. But even if it had been within the limits of your discretion, my friend knew well that by stopping us at Knottingley, time and opportunity would be afforded to his clients, between this and the next session, to concoct a scheme that should place the servants of the Fire-King as toll takers at the two termini of the intermediate line, a scheme that would compel us to pay tribute, before setting a foot on an enemy's country. This knew my friend, and the very anxiety manifested by our opponents to prevent our obtaining possession of the ground between Wakefield and Knottingley, shews the importance that they attach to it. Come we now to another of my friend's aphorisms. "All schemes crudely introduced," says he, (I quote his very words,) "where a better scheme is suggested, ought to induce your Lordships to throw this Bill out." Now, I take it that he meant to say that well-matured schemes should be preferred to crude and immaturred schemes. Granted. Now let us try the lines of Messrs. Harris and Birkenshaw by this rule. Mr. Harris's line was selected in October last, after an accurate survey of the district, by Mr. Martin, of whose capabilities and respectability I will invite even my friend to speak. Since then, it has been criticised and approved by about 14 engineers of eminence. Mr. Harris has supplied his reasons for his choice. I leave them with the Committee. Now let us turn to Mr. Birkenshaw's offspring. The parent of this abortion admitted that conception, gestation, and parturition, were all the work

of 12 hours; that like Minerva from the head of Jove, this giant sprang from the brain of Birkenshaw. And this is the matured, well digested scheme, that is to annihilate the 9 months' child of Mr. Harris. But, seriously, my Lords, what are we to say of the conscience of a man, who admits that after we had come to Parliament he took a sheet of paper and a pencil, and in less than 12 hours, without going down to survey the district at all, drew out a line, which he recommended to the other house as the best line that could be selected? And what estimate are we to form of those, who could permit such a witness, with such materials, to come before Parliament? My learned friend then referred to the report of a Committee laid before your Lordships' House last night. I objected to such reference as inconvenient and unjust, it being impossible that the merits of that case could be tried by this Committee. And what turns out to be the case? Why, that the line so reported had a gradient of 1 in 60 for many miles, whereas our worst gradient is 1 in 150, and the objection to that is removed by the undulation of the line where that gradient is found. Another pretext for delay is the want of a southern communication. Delay granted upon such ground would no doubt help Mr. Hudson in his opposition to the London and York line; but I do not think that the Committee will allow themselves to be made ancillary to such a purpose. "It is characteristic of our countrymen," says my friend, "that having once embarked in a scheme, they will carry it out gallantly to the end." If we may argue from particulars to generals, my Lords, *ecce signum*, [Here Mr. Wilkins pointed to Mr. Hudson, who was sitting behind his counsel]—beaten in Yorkshire, beaten in the Standing Orders' Committee, beaten before the Committee of the other House, there he sits, determined, as my friend says, to die game. He recommends the Brayton and Goole project, not in addition to our line, mind, but as a substitute for it. He says that the portion of our line between Wakefield and Pontefract ought to be discarded, because it accommodates only 5,000 inhabitants; whereas, upon the entire length of the Brayton and Goole they accommodate only one-fifth of that number. Yes, my Lords, the total amount of population within four miles on each side of the Brayton line, from end to end, is 1,000; and yet 5,000 inhabitants, with their mineral and agricultural produce, are entitled to no respect, because they refuse to bow to the cap of King Hudson.

But the next reason for delay urged on the other side, is so preposterous, that I can hardly treat it with decorum. To suit the exigency of the moment, it is now admitted that Mr. Birkenshaw's line, as submitted to the Commons, was a crudity; that when he and the other great engineers, "God save the mark," stated to the Committee of the other House that his was the best line that could be selected, they were deceiving the honourable members of that Committee (a modest admission this); and they have now the conscience to ask your Lordships to throw out this Bill. Why? To prove to Parliament, next session, that what they deposed to during the present sitting is not true. Now, my Lords, I ask, is this to be endured? Are engineers thus to trifle with their own veracity, and the pockets of those who engage in vast undertakings like the present, calculated, as they are, to further the commercial and social interests of the community? Your Lordships, I am sure, will not mistake me on this point. I am not saying that my clients have embarked in this project from motives of an unmixed philanthropy. (Mr. Hudson monopolises them, as he does the eastern ports of the kingdom.) There can be no doubt that they have invested their capital in this line, as they would in any other speculation from which they might fairly anticipate a return; but, in all well-governed states, the success of any public enterprise must be measured by the public advantage. If, then, your Lordships shall be of opinion that this railway promises good to the community, I do not anticipate that you will disappoint public hopes to oblige Mr. Hudson. Your Lordships' first duty, as dictated by my friend, is to inquire if there be any necessity for a line; and then, how is that necessity to be met. Both these inquiries I will answer, when I come to my case. Again is my friend harping upon gradients; but, after the intimation of the Committee, I will avoid that subject. On the score of expense, my friend, Mr. Hildyard, asserted, with an emphasis peculiar to himself, that it was proved, beyond all doubt, that Mr. Birkenshaw's line would cost £60,000 less than ours. My Lords, just the reverse is the truth. Mr. Hawkshaw distinctly proved that Birkenshaw's line would cost considerably more in constructing than our own. I am not an engineer. I have not the reputation of a Stephenson, or a Birkenshaw, which is the same thing, as the one is the echo of the other; but I will undertake to prove to demonstration that Birkenshaw's line, if made, must cost ten times as much as our own.

Mr. Birkenshaw may smile, but that smile only convinces me how hastily and thoughtlessly he adopted the line recommended by him; and, when I come to the case of the promoters, if he be a candid man, he shall confess the truth of my assertions. Mr. Hawkshaw, in his evidence, dwelt upon the consequences of placing us under the control of another company, and pointed out to your Lordships the means of annoyance that the numerous junctions on the proposed intermediate line would furnish. Now, how has my learned friend dealt with this? Why, first of all, he re-called Mr. Hudson to contradict himself; for, upon reference to his first cross-examination, it will be found that he states that all junctions are necessarily causes of delay; whereas, he was called yesterday to state that they caused no delay at all, and he modestly appealed to the Committee to bear him out in the assertion. Mr. Hildyard then quoted the junctions on the Oldham and South Shields lines, to shew that, despite the junctions, they performed their journeys regularly; but he forgot that these lines are under one management, and that, in these instances, it would be the interest of the company to encourage dispatch; but what Mr. Hawkshaw apprehends (and experience in other lines has justified his fears,) is, that were we placed under the control of a company, with adverse interests, that company would make these junctions so productive of delays, and tardiness of progress, that the public would seek other means of conveyance. Is this anticipation ill-founded? Let me invite the attention of the Committee to that map. Whose line is that from Leeds to Hull? Is it not theirs, into whose hands my friend seeks to deliver us, tied and bound? Will they, then, think you, if they can prevent it, allow the western traffic an outlet at Goole, when it will be their interest to force it into Hull? Has not Mr. Hudson told the Committee that he has guaranteed ten per cent. to the shareholders upon a large portion of the Leeds and Hull line? And has he not also admitted that the other portion is not paying? With these facts, then, before us, who, that knows man, can doubt the force of Mr. Hawkshaw's reasoning on this point? I prefer the Wakefield and Goole line, says a carrier or a passenger. Why? says Mr. Hudson. Because it is shorter and cheaper, is the reply. To meet these advantages, Mr. Hudson has only to avail himself of the six miles clause as to costs, and of his junctions as to speed; and, if we have no better security than Mr. Hudson's promises, or his counsel's eulogy, we shall be pardoned if we decline to accept either or both.

The other side have entirely mistaken our objections on the score of parallelism, as they term it. It is not parallelism of which we complain, but *proximity*. Parallelism, *per se*, is no objection at all. Some of our most important lines run parallel to each other, but at such a distance as to be justified by the requirements of remote districts, and by no more than necessary interference with private rights and possessions. But here proximity is what we complain of, especially as the ills of such proximity are not met by any real good. My learned friend gravely told your Lordships that they, by their project, would accommodate a portion of the same bed of coals as we should. He admits that there is a ridge of mountains between us. He confesses that those coals would benefit no intermediate district. Pontefract, for malting; Knottingley, for lime burning; and the whole agricultural district for domestic purposes; must still cart all their coals, at great cost, and with much labour; but what of all that? Why, with just as much reason might a company in Lancashire object to a railway in Cheshire, because a seam of coals may run from one county to the other.

But Mr. Hudson's pet argument, in favour of his Brayton line, is its cheapness. If, by cheapness, Mr. Hildyard means smallness of cost, why, then, a railway across Salisbury Plain would present claims with which no line in the kingdom could compete. But, if cheapness have reference to the article purchased, as well as the price given, then, I say, that the Brayton line can have no pretensions to such recommendation. It passes through a desert, in its course, disturbing only the owl, the lizard, and the foulmart. I entreat your Lordships, let them live in quiet. It passes no factory—opens no mine, finds no traffic; for, to such miserable shifts were they driven to justify their opposition, that they made out their cargoes of moor game, from the valley of the Nidd, and stable manure from Bradford and Leeds. I will not weary your Lordships by wading through the evidence on the score of traffic, but will content myself with stating its results; and, will your Lordships believe it? the whole of their traffic amounts to 4,000 tons per annum. Marvellously cheap railway, involving an expenditure of £150,000 to carry 4,000 tons of traffic, the half of which is stable manure. I have now, my Lords, come to the terminus of my friend's speech. I leave the Committee to decide whether I have succeeded in demonstrating, as I promised, its utter worthlessness, on the score of reason. The fault is not Mr.

Hildyard's. With such miserable materials as his case affords, he has done all that could be effected. I now bid adieu to the Brayton and Goole. I leave it, undisturbed, in the tomb to which the Committee of the other House have consigned it, not doubting that your Lordships will furnish its epitaph.

I now, most respectfully, but earnestly, beg the ear of the Committee to the case of the promoters, and I will begin by observing that my learned friends have all taken by far too limited a view of the question submitted for your Lordships' decision. Our views extend far beyond either Wakefield or Leeds. We regard it rather as a national than a local question. We seek to unite the Atlantic with the German ocean; to open out the continents of America and Europe as markets for British manufactures, from which continents we anticipate easy and direct import of the raw material, upon which our national ingenuity and industry are expended. This may appear turgid and inflated to my learned opponents; but, I am sure, reflection will justify the language used. We propose to render provisions to the manufacturing districts more abundant and accessible, by importing, in much larger quantities than heretofore, grain, flour, groceries, and general merchandise, saving, to the whole district, many thousands yearly in the item of carriage. In all cases we treat Wakefield as it is proved to be, the main entrepôt or store-house of the manufacturing towns and villages in the all-important valley of the Calder and of South Lancashire. Leeds, and the valley of the Aire, are equally accommodated by the Methley Branch. Another most important object to be effected by the Wakefield, Pontefract, and Goole line, is the exportation of the exhaustless mineral productions about Wakefield, as well as the excellent stone from the quarries about Halifax and its neighbourhood. And now, my Lords, wearied, as you must be, mark well the means and the mode by which we purpose to fulfil our large promises. At Wakefield, we join an existing railway, in importance equal to any in the kingdom—I mean the Manchester and Leeds, an imperishable monument to his fame who designed and constructed it. My learned friend, Mr. Hildyard, could not withhold his meed of admiration of that great work of art, although Mr. Alexander could not conceive how such an absurd design could ever enter the brains of an engineer. For my own part, my Lords, I exult in being born in a land that gave birth to so much skill and enterprise. The Pyramids

of Egypt, and the wonders of the antique world, dwindle into insignificance, if tried by the rules of right, when compared with such a stupendous achievement as the work of which I speak. The mountain has been laid low,—the valley exalted,—the river become dry land,—the inmost recesses of the earth illumined by the noon-day sun—by the instrumentality of British science and British enterprise. Shall I not be pardoned for this short episode, when led by the course of my narrative to such contemplations. But under what unprecedented advantages do we join this line at Wakefield. We begin our business with the experience of a long established company—a company that have surmounted difficulties as fast as faction and selfish opposition could raise them. A company that have conducted their affairs so discreetly, through evil and good report, that they who first opposed them on the score of uselessness and insignificance, now hate them from envy. Under the guidance of such a company do we commence our career; and so assured are they of our success, that they furnish one-half of the capital, and guarantee 5 per cent. on the whole. We start our trains with their engines—we have the advantage of their stations and warehouses; and, finding their interests bound up with ours, they seek to make our line part of the most perfect line of railway as yet submitted to the public. But supposing our line complete, have we to create a traffic? Are we to presume upon beginning with a loss, as is the case with most new lines? Not so; but we start on our first trip from Wakefield, our waggons laden with cotton, sugar, fruits, dye-woods, mahogany, hides, tallow, oil, and other goods, which have been imported into Liverpool, and sent down to Goole for Yarmouth, Wells, Norwich, and the eastern coasts of England, Dundee, and the north-east coast of Scotland. The committee, I am sure, will not soon forget the interesting evidence of Mr. Falk. Amongst other things, he stated that so heavy were the dues and insurance on the western coast, that it was found much more economical to land goods at Liverpool, and send them directly across the island, by land to Hull, for exportation to the Continent, than to take them coastwise by ship. He also told the committee that were this line completed, he could send 100,000 tons of salt annually to the eastern coast of England, and to the Low Countries on the Continent. We have, in addition, drapery goods for shipment to London, for the home trade; cotton exports for the eastern coast, cotton twists, in enormous quantities, for exportation to Germany, Russia, and

Belgium. All this from Manchester. From Oldham, we have cotton flocks for London; from Rochdale, blankets and military clothing; from Halifax, woollen and stuff goods; from Bradford, the same, and woollen cloth—iron from the Low Moor works; from Brighouse, immense quantities of the best stone; from Dewsbury, blankets; and from Wakefield, bale goods and twist. All these goods, it must be remembered, are for the east; and reason will shew how preferable Goole must be to Hull, when its docks, warehouses, and timber ponds are taken into account, coupled with the saving of 23 miles of land carriage, the water charges and insurance being the same at both ports. We commence, then, with a capital and cargo provided for us, and under the best guidance that experience can furnish. We will now, my Lords, proceed from Wakefield to Goole, and return from Goole to Wakefield, as being the easiest and simplest mode of developing the resources of the district, and of explaining the way in which they are disposed of. But whilst at this point, let me justify Mr. Harris's selection of this portion of our line; and first, I vouch Mr. Hudson as a witness in its favour. During this very session of Parliament, Mr. Hudson asked for powers to make several branches of railway to subserve the Midland; amongst others, the identical line from Wakefield to Oakenshaw, which was to inflict precisely the same amount of mischief upon Mr. Smyth, and which all the Hudsonian engineers have come here to vilify and destroy. These are the terms, my Lords, of King Hudson's manifesto upon this line:—"Oakenshaw to Wakefield. This branch is rather short of two miles long; it leaves the main line at Oakenshaw Station, and runs direct (north westerly) to the town of Wakefield, adjoining the Manchester and Leeds Railway Station. There its object is to enable the Midland Company to take up and set down their passengers and merchandise, and cattle, from and to the town of Wakefield, without having, as it is at present, either to send them round by Normanton, (five miles, besides detention there,) or else to subject them to a land conveyance from Oakenshaw to Wakefield, a distance of two miles,—the inconvenience to passengers is much felt, especially by the early or late trains." The great Napoleon of railways seems to entertain the same contempt for Lindley Murray, that he exhibits to poor Mr. Harris. Look well, my Lords, at the admission of detention at Normanton. Having read Mr. Hudson's evidence in favour of the Oakenshaw branch, I refer to Mr. Becket Denison's evidence upon

the same point. Mr. Hall, the agent and engineer to the Barnsley Canal Company, is next in order, and his evidence alone will shew the immense importance of this portion of our line. By means of the Barnsley Canal, the whole of the Silkstone coal may be placed in boxes on the railway, and sent to Goole for London and the east, an object of such great importance in the judgment of the Board of Trade, that it alone was deemed enough to justify their recommendation of a railway, to be called the Barnsley Junction, if that line should be found, by the Committee, efficiently to open up the Silkstone coal field. That Bill was rejected this very session, not on the score of gradients or cost, but because they could not effect that object. I refer your Lordships to page 36 of the Report of the Board of Trade. But the Midland Company say we are nearer to the Barnsley Canal than you will be. So you may be, and, for that very reason, the Canal Company refuse to co-operate with you. By adopting our railway, they will not lose one farthing of their dues. Their canal terminates where we begin; but it is rather too much to expect that they will sacrifice their traffic to the Midland Company, and, in point of fact, build boats merely to serve as warehouses to a railway; whereas, it is their direct interest to help us to the utmost. The Silkstone are described as of the very best quality, almost inexhaustible, but at present shut up for want of powers of exportation. The process that we propose is of the simplest kind, and that by which half a million of tons of coals are forwarded annually from Sunderland and its environs. From the point at Agbrigg, where we propose to take the Silkstone coals, look over the immense coal field in the neighbourhood of Wakefield—the Flockton Collieries, Horbury Bridge, and others, too numerous to mention. The character of the coals—the extent of the beds—the capabilities of lifting, were all so luminously described by Mr. Walker, coal viewer to the largest coal owners in the district, that it would be a waste of time to recapitulate them. Mr. Pope now sells many thousand tons of that coal in the London market annually, notwithstanding the disgraceful efforts of the London coal merchants to exclude it. The best coals from this field can be delivered in Goole for eight shillings per ton. Of course, I am supposing our line to be constructed; for, if not, can any suppose the Manchester and Leeds Company to be so demented as to incur the expense of making private railways, and complete communications with the different collieries on the line of railway, as it is proved they

have engaged to do, merely to supply traffic to another company? If they are not to be the carriers, they cannot be expected to furnish means of exit. I have, then, my Lords, the strong evidence of Mr. Hudson—the approbation of Mr. Becket Denison—the support of the Board of Trade—the testimony of Mr. Hall, as the representative of the Barnsley Canal Company—of Mr. Walker, the largest coal agent in Yorkshire—and that of Capt. Laws, the manager of the Manchester and Leeds Railway—all combining to show the necessity of our line from Wakefield to Oakenshaw. Let us proceed from Oakenshaw to Pontefract. In the first place, we pass the villages of Sharlston, Sandal, Featherstone, and Purston, all of them standing on a coal field. It has been said on the other side, that the coal is of an inferior character. Had I been permitted, I could have shown that it has been much under-rated. But it was proved that on account of its freedom from sulphur it is peculiarly adapted to the purposes of malting, and that on account of the lowness of price, it is much used by the labouring classes for household purposes. Give these villages, then, a railway; open this coal field, and you immediately find employment for the 5,000 people inhabiting this district. Again, I beg to remind your Lordships that between Wakefield and Pontefract we have proved five times the amount of population, and far more traffic, than on the whole Brayton line. We proceed to Pontefract, supplying them with coals for their malt-kilns. Let the inhabitants of the town themselves, by their petitions, declare the importance that they attach to our line. Can it be said that a town of this magnitude and importance, with its many wants and capabilities, ought to be left in its present isolated state? True, there is a railway within three miles of them, but it is so difficult of access, from the steepness of its embankment, that for the carriage of goods it is useless; and for the convenience to passengers, let the various witnesses from Pontefract speak. They state that such are the delays, and so unreasonable the cost, that any man in a hurry will prefer walking. Both the honorable members for the town have represented that, with one or two honorable exceptions, of whom more by and bye, the whole town is in favour of our line. I had not the privilege of hearing the evidence of Mr. Milnes before your Lordships, but I heard him in the Commons, and am, therefore, sure that what he said must have made a lasting impression. His objections to the railway, honest I am sure, are strong

arguments in its favour. He is apprehensive that we shall break up the corn market at Pontefract; that is, he is fearful that the grower and the miller will now be able to transact their business without the middle man; that the poor man will get his loaf free from the tax of the factor and commission agent. The maltster will get his barley, and the miller his wheat, at first cost. Such results are very likely to thin the number of sacks pitched in the Pontefract market; but if they tend to cheapen bread, if they increase the profits of the small farmer, I do not think that the public will sympathise much with Mr. Milnes, in his lamentations over by-gone days—although every man will applaud the sincerity and honesty of his views. Can I say as much for our other opponents, the worshipful Mayor, and his worthy colleague, Mr. Clough? Thrice happy Pontefract, that can boast of such a chief magistrate for the preservation of your peace. What mighty sacrifices will he not make for peace and quietness' sake! He signed his illustrious name to our petition. For peace and quietness' sake, he appended his baptismal and patronymic appellation to the petition against us; for the maintenance of peace, he purchased shares in our line; and from equally pacific motives, sold them again at 12 and a half premium. And now, to impart peace to the purchaser, comes here to try, by every means in his power, to rob him of his anticipated gains; nay, more, to render his purchase utterly worthless. Oh, magnanimous conservator of the public peace! Justice must indeed have been blindfolded, before she committed her scales to your keeping! Worthy to be the successor of such a mayor, follows Mr. Clough. But, before proceeding, let me do justice to the mayor. What is the true source of his opposition? Let him answer: "I applied many times for more shares, and was told that as I had sold those which had been previously allotted to me as soon as I purchased them, the directors refused to let me have more, as they could not sanction such jobbing. I expressed my disappointment to young Mr. Moxon frequently." This, then, is the secret of the opposition of the Mayor of Pontefract. Blessed are the peacemakers! Stand forth Edward Clough, Esq., attorney-at-law, lime burner, and preacher of the gospel; stand forth, that a listening world may catch the fire of your Christian indignation against our impious undertaking. You once advocated this line, but you have seen the error of your ways. You attended a public meeting, and moved and seconded resolutions, declaring the unmeasured benefits that this railway would confer on

Pontefract. Oh, Mr. Clough, why did you so? Alas! you found out, when you arrived at that meeting, that you had been deceived; but, for peace and quietness' sake, you seconded resolutions, you held up your clean hands, you would not disturb the harmony of that meeting. And when did you first make known that you had been deceived, Mr. Clough? Oh! never let his answer be forgotten. "When I was appointed solicitor to another line which had been thrown out, but which was to be revived, if this line could be upset." Let Diogenes extinguish his candle—let him cast away his lantern—the object of his search is found—an honest man. And this is the opposition enlisted by Mr. Hudson—fit instruments for such a cause. My Lords, let me draw off your attention from such meanness, to our further progress. On our line, the same advantages which we brought to Pontefract from the West, we confer on Knottingley, namely, abundance of cheap fuel. We proceed through Snaith and the agricultural district with productions of the western shores, and arrive at Goole, with our cargo for the eastern and southern coast of England, the north east of Scotland, and the Continent of Europe. We return with grain, wool, and general merchandise. Many witnesses have been called by the other side, to persuade your Lordships that grain will never be carried by land. One fact is worth a hundred prophecies. It is carried by land now: it is in evidence that we carried 240,000 quarters upon our line last year; that we have always warehoused at Manchester flour enough to victual an army of 80,000 men for a year; that we have always on hand 60,000 sacks for the carriage of grain. These, my Lords, are facts, and speak trumpet tongued for themselves. I grant that, to coasting towns, the sea will always be preferred to rail, steam navigation, and the lowness of sea freight will always beat land carriage of any description; but for short and direct inland carriage, the railway must always share largely with the canal in its grain traffic. Is it not notorious that there is much jobbing and speculation in the corn trade? Does it not, therefore, follow, as one of the witnesses told us, that 12 hours may, sometimes, be of the utmost importance to both buyer and seller. Surely then, quickness of transit is important in this respect. Captain Laws proved, beyond the power of controversy, that this line would save to the Manchester and Leeds Company upwards of £2,000 per annum, in cartage of grain from the boats to their warehouses at Wakefield. Why, that sum would almost pay for the locomotive cost of the whole line.

A saving of 3s. 6d. per ton will be effected in carriage to the public, and yet, with all the advantages of quick delivery and economy, we are told that we must not expect to carry grain. Now, what does Mr. Hoyle, of Rochdale, tell us? He grinds 60,000 quarters of wheat yearly. He is himself the owner of boats, and so convinced is he of the superiority of railway carriage over canal, that he has sold nine out of fourteen boats, and is seeking a customer for the remaining five, and intends to bring the whole of his wheat by rail. Another reason assigned for preferring the railway waggon to the boat is, the amount of pilferage by boatmen. So serious a drawback is this upon the profits of the corn dealer, that we are told some houses allow a considerable per centage annually to meet the *deficit*. Who are the witnesses called by us on the question of corn? First, there is Mr. Ash, of Wakefield, a corn factor in a very large business at Wakefield. He honestly stated that this line would be most prejudicial to him; that it would much diminish his profits. He said the farmer would go by the factor; he would sell his grain directly to the miller; there would be no intermediate man, and the factor's trade would be at an end. These are his very words. My learned friends deemed it wise to cross-examine this gentleman, as to the character and standing of the parties in Wakefield who had signed the petition against us. I think the number of petitioners amounted in all to eleven, and of them, if Mr. Ash spoke truth, Falstaff might have been ashamed. It is quite clear that Mr. Ash's reputation is unassailable, as my friends dared not discharge one shot against it. Mr. James Hall corroborated Mr. Ash. He was followed by Mr. Chandler, of Yarmouth, a large importer of grain, especially of barley for Pontefract. He felt, no doubt, that immense quantities of grain would be taken from Goole by our line; and even Mr. Dunn, one of their own witnesses, stated that in five months their house had sent 9,000 quarters of grain by our carriages. Mr. George Thompson, the Collector of the Manchester and Leeds Railway, at Wakefield, proved, from our books, that in the last year we carried 240,000 quarters of corn in our waggons to Manchester and the intervening districts. Now, who are the witnesses called to contradict this evidence? Why, first, there is one Mr. Sheriff, who said he was not the servant of Mr. Hudson, but the servant of Mr. Hudson's servant, a sort of gentleman's gentleman. He had been a school-

master and a wine merchant. In the former capacity he would have cut the Gordian knot with his pen knife; and in the latter have cracked a logarithm as he would a bottle. No question puzzled him, and he powerfully reminded me of an observation of Curran's, applied by him to another Sheriff—"he hops, with jackdaw-like alacrity, over premises, perches upon conclusions, and calls it reasoning." "Do you think that grain will come by rail?" was the question. "Decidedly not," was the answer. "Is it your opinion that the Wakefield, Pontefract, and Goole line will benefit the public?" asked my learned friend. "Most assuredly not," was the answer. "Is a gradient of 1 in 150 an objectionable gradient?" I asked. "Insuperable," was the reply. "Will you give us a reason, Mr. Sheriff?" "Not if they were as plentiful as blackberries," says he. Our next antagonist was Sir John Simpson, the very *flour* of knighthood—the *prince* of millers. He was echoed by Mr. Dunn. Both of these gentlemen reasoned upon the present state of things; but can they believe that this railway will not effect a great change? They say that railway carriage will never do for the corn market at Wakefield. As it is, say they, the boats come up to Castleford, and wait two days for the selection of markets, besides which they are allowed many days for a return cargo. Why, if the railway were completed, it would take no more time to get to Wakefield or Leeds by rail, than it now takes to reach the same places from Castleford. But why go to Wakefield or Leeds at all? Why not do at Goole that which is now done at Wakefield? Take your sample to Wakefield or Leeds market, but keep your bulk in your keel at Goole; or if it must be warehoused, do it at Goole. Mr. Dunn, though a shrewd man, could urge no reason against this, and it is quite clear that the only reason is, that it will interfere with the interests of Mr. Dunn and Sir John Simpson. The miller can do without them; he can purchase his corn in Goole, and have it in his mill in two hours afterwards. But let me not forget Mr. Strickland. He is the gentleman who went up and down the country begging signatures to the counter petition. His craft, too, is in danger. He is now the salesman for the little farmer; he takes the produce of the small farms in his neighbourhood to Leeds market; he takes back with him the cash, but takes care to deduct his commission for the sale. Now, enable the poor grower to go to Leeds or Wakefield in an hour, at the low charge of a penny per mile, and what becomes of

Mr. Strickland? I cannot pause to pursue the inquiry. Continuing our route, we take up cattle and corn between Goole and Knottingley. The evidence of that simple honest farmer, Mr. Russell, provoked much mirth; but from that unvarnished tale of his, statesmen might cull a useful lesson; and they who advocate monopoly and restrictions upon commerce, whether home or foreign, might have learned how little England has to fear in the fair race of competition. Provoke her to activity—stimulate her ambition—call into full play her physical, scientific, and national resources—she will outstrip the world. Lull her into a false security—bring on the lethargy of monopoly—and she will strike her flag to the smuggler and the privateer. At present, said Mr. Russell, the *Sir Roberts*, a title significantly given to foreign cattle, beat us, because railway conveyance brings them into the Yorkshire markets fresh as when taken from the stall; whereas, ours are driven into the pen, fevered and exhausted from a long, wearisome, and expensive journey. But give us this railway—place us on a footing with the Dutch grazier—and we shall not be troubled with many more *Sir Roberts*. Dutch land may be cheaper—rent and wages may be much lower—taxes may, comparatively, be nothing—but, notwithstanding all these, English skill shall beat them all, if only allowed fair play. Other graziers followed, and corroborated the statement of Mr. Russell, as to the great advantages that must result to them, if this railway be made; and I need hardly add, that those advantages must be shared by the consumer. Mr. Creyke, of Rawcliffe, a gentleman of large landed possessions in this district, to whom, with his father, the country are largely indebted for their successful experiments in warping land, by which they may be said to have converted the desert into fertile pastures, has also borne honorable testimony, not only to the undertaking itself, but also to the liberality and fair dealing of those by whom it is carried on. My Lord Beaumont came next, from whose valuable evidence I should only detract, were I to disturb it by comment. We have now, my Lords, arrived at Knottingley, and surely, after the interesting information of Mr. Bingley upon the nature and qualities of the Knottingley lime, and of the value attached to it by farmers throughout the whole of the hilly districts of Yorkshire, little will be required from me to convince your Lordships, that any measure rendering that lime accessible and cheap, must be an immense boon to agriculture. Consistently with the policy pursued by the other side,

throughout the whole of this inquiry, namely, to abuse every body, and every thing, that stood in their way, attempts have been made to disparage this lime ; but what said one of the honourable members for Pontefract on this subject ? Why, he told your Lordships that at the last meeting of the British Association at York, it was declared to be the best lime for agricultural purposes known to the scientific world. Mr. Briggs, who has devoted the greater part of his life to geological and chemical pursuits, has analysed this lime, and gave his reasons for pronouncing it to be most efficacious for agricultural purposes. Mr. Harris also described its component parts and their proportions ; but I rely on the evidence of Mr. Bingley particularly. It is the evidence of plain facts. He has shewn your Lordships at what cost—with how much labour—and with what immense difficulties the farmers at 40 and 50 miles distance obtain that lime ; he has described its fertilizing effects upon land, which, without it, is a mere sheep walk. But Mr. Bottomly objects to this railway, and is so interested in our discomfiture, that he has actually gone to the trouble and expense of employing others to disprove our traffic tables. And who is this Mr. Bottomly ? Why a person, who, as I shall proceed to shew, has the strongest possible reason for strangling our project in its birth. He is himself a lime burner ; his kilns are at Huddersfield, and he is now selling his lime at 15s. per ton. Now, lime is sold at Knottingley at 6s. 6d. per ton. If this railway were in existence, it would be brought to Huddersfield for 3s., making 9s. 6d. the entire charge for a ton of lime. What, then, is Mr. Bottomly's chance of selling his at 15s ? Would it not be wonderful, under these circumstances, to find Mr. Bottomly anything but an opponent of this line ? How worse than foolish are this man's efforts to lower our anticipated passenger traffic ! Increased means of conveyance always beget increased traffic. But, some 25 years ago, we had in London no street conveyances, but the old hackney coaches, about 1200 in number. Now, we have, of different descriptions, as many thousands, and employment for them all. Seven years since, there was only one stage coach between Oldham and Rochdale, and that ran only once a week, and yet last year, it has been shewn by the books of the Manchester and Leeds railway, they took nearly 50,000 passengers to and from those places. Is not this fact well worthy the attention of the philanthropist ? Is it nothing to remove the toil worn children of the labourer from the dull monotony of the factory and labour ? Is it nothing

to expand the views and shock the ignorance of prejudice? Is it nothing to mitigate the privations of poverty, by affording it the sweet solace of intercourse and mutual endearment with those, whom hard necessity had driven from early home to seek sustenance at a distance? Open this railway, and we will take the poor man from Wakefield to Pontefract, and back again for 1s., in an hour. At present, it will cost him four times that price, and the time occupied renders it almost impracticable. But let us move onward: we are arrived at Pontefract. Here we leave large quantities of barley from the Eastern coast—we re-ful our waggons with malt for the West, the Midland Counties and Manchester. Between Pontefract and Wakefield, we distribute lime for agricultural purposes, all of which has now to be carted at a great expense, and groceries from London, for the use of the inhabitants. At Wakefield, we warehouse enormous quantities of grain and general merchandise. Onward we proceed to the valley of the Calder, distributing bread and provisions to the active and industrious artizans on every side. We bring them many tons of the garden produce of Pontefract and its neighbourhood, the only market for which, at present, is Leeds, and to that place the whole of it is carted. At present, the only vegetable fields accessible to the multitudes in this valley are in Cheshire, from which county, according to the evidence of Captain Laws, hundreds of tons are imported every week. At length we arrive at Manchester, the manufacturing capital of the world. Here we deposit our valuable cargo, to be distributed, a great portion of it in that town, the remainder to be forwarded by another company from the same station, to the great continent of America. My Lords, I have now stated the objects of those whom I have the honour to represent. I have explained the means by which they seek to effect those objects, and trust that I have satisfactorily proved that those means are all within their control. And now a few words as to our opponents. Who are they? Mr. Hudson is the Alpha and Omega. What is the source of his opposition? Let Mr. Lister, the first witness called by us, reply, and that reply is worthy the attention of the committee, inasmuch as Mr. Hudson was never asked by his Counsel to contradict it. These are Mr. Lister's words—"Mr. Hudson has stated that he never intended to send his goods to Goole, he only wanted a line to keep it to himself." Now that statement was made in the hearing of all four of my learned opponents, and yet, although Mr.

Hudson has been called and recalled, examined and re-examined, before this committee, he was never asked one question upon Mr. Lister's evidence. So much for the cause of this opposition. Now let us look at its instruments. Finding that they had no real traffic to justify their project, they attempted an imposition so glaring, that nothing but that gallantry, of which my friend Mr. Hildyard spoke so energetically in his address, could have ventured upon such an experiment upon your Lordships' credulity and understanding. My friend stated that it was of the utmost importance that coal should be furnished, especially to the poor, at as low a price as possible. Admit the force of this, and what stronger argument can be adduced against the introduction of the Durham coals, to the exclusion of those excavated within twenty miles of Goole. The northern coals are carried seven miles from the pit's mouth to the Great North of England Railway; they are then taken over sixty miles of railway to York; at York they are deposited in small vessels for Goole; and at Goole trans-shipped into larger vessels for London. Have your Lordships forgotten the evidence of all the witnesses as to coal, on the immense importance of avoiding breakage in the carriage of coal, as that breakage, in some instances, depreciated the coal 25 per cent. ? Now, for a moment, look at the process of carrying this coal, and say what must be the amount of breakage. First of all, it is put into barges from the pit's mouth; at the railway, it is removed from the barges to the railway carriages; on arriving at York, it is shipped into small vessels; and at Goole it is trans-shipped for London into larger vessels. So much for breakage. Now for distance. The best Yorkshire coal averages from 5s. to 6s. per ton at the pit's mouth. The carriage to Goole, by our railway, 27 miles, will be a little less than 2s. The best coals then taken from the pit directly to the port, and there trans-shipped only once, are from 7s to 8s per ton. The freight from Goole to London is precisely the same as from the Tyne, and yet these worthies have the courage to tell us that the Brayton line should be made for the carriage of the Northern coals, and that, too, in the teeth of the proposition of their own counsel, that it is of the last importance that coal should be supplied to the poor at the lowest possible price. They called a gentleman from Goole, to prove that he had contracted with certain parties, whose names he refused to divulge, to take 600 or 700 tons per week of this Northern coal, and yet I forced him to confess, that at some time past he had taken only 300 tons per week. He refused

to name the contractors, or to make known the nature of his contract, but he told us, with apparent delight, that the contract ended in a fortnight hence. But our estimate has been attacked. The best answer to this is the evidence of Mr. Thornton, the contractor, who has already undertaken the work. He has been engaged in the works of most of the great railways in England, and he is perfectly satisfied with his bargain. But whilst talking of estimate, I am reminded of the *soi disant* cheap lines of Messrs. Birkenshaw and Leather. I cannot be supposed to entertain any personal feeling towards either of those gentlemen. They will, therefore, believe that anything disparaging to them, that may fall from my lips, proceeds from the necessary performance of my duty. Now, my Lords, I will venture to assert that any suggestion more disgraceful to the understanding of an engineer than these lines of Messrs. Birkenshaw and Leather, was never laid before a committee in Parliament. I speak advisedly. I am not led away by the zeal of the advocate, nor am I seeking, by bold assertion, to impose upon the committee. I will proceed to give my reasons, and I am much mistaken if those reasons do not at the same time shew that Mr. Smyth is not entitled to much credit on the score of disinterestedness. Now, my Lords, it is in evidence, nay it is plain upon the map, that either of the lines suggested by Mr. Smyth's counsel will, for three miles, within nine hundred yards of an existing line, run parallel with it. As I before said, it is not the parallelism that we complain of, but, if I may so speak, it is parallel proximity for three miles; the whole district is to be shut up between two railways, only nine hundred yards distant from each other, and, in some parts, not more than six hundred. Every field, every cottage, every dwelling, for three miles, is to be excluded from the rest of the world, or at best to be allowed egress only at those points which may not interfere with the convenience of the railway. We know nothing of the property interfered with; how many houses must be taken down; how many obstacles must be removed, to make way for these precious schemes; but when we come to the question of expense, what amount of money will compensate the land owners and occupiers of houses along those three miles, for the incalculable mischief you would do them by your lines? What answer would my learned friends give to a landowner, or householder, before a jury, who claimed compensation for his land, and damages on the score of severance. Talk about residential

damage! what is Mr. Smyth's grievance, compared with the injury you would inflict upon hundreds? To avoid coming "betwixt the wind and his nobility," we are asked to inflict an amount of damage, to pay for which would cost more than our entire line. Talk about prospect! you would shut up your neighbours' doors. Do you complain that from your bed-room windows you see two specks of the railway? Why, accomplish what you seek, and our world will be bounded by railways. Am I not, my Lords, I ask you dispassionately, am I not justified in all that I have promised and said about these paper lines? What would have been the extent of Mr. Hudson's virtuous indignation—what the ridicule and abuse of Mr. Stephenson and his retinue—if we had dared to ask Parliament to sanction such a shameful amount of mischief? I say, my Lords, in whatever light these projects are regarded, whether of skill, expediency, economy, or justice, they are odious, and, as I before observed, to avoid such evils would be more than justificatory of our line, even though the expense of construction had been doubled. And whilst upon the topic of expense, let me direct your Lordships' attention to the Manchester and Leeds line; follow it in its windings through that continuous workshop of the Calder Valley, every yard of land in that valley being in request; mark well its tunnels, its bridges, its almost countless stations, its towering warehouses at Manchester, and remember that it has lately expended half a million of money in forming a junction with the Liverpool and Manchester Railway, at Manchester. Now, if the reasoning on the other side be correct, namely, that the cost of construction and working a line, as it is great or small, must increase or diminish, in like proportion, the cost of travelling and carriage to the community, this must be to the traveller the most expensive line in the kingdom. My Lords, the reverse is the fact. It is one of the cheapest lines in existence, and upsets all the reasoning of our opponents. Allow me to give a piece of advice to Mr. Stephenson. Prejudice has ruined hundreds as great men as Mr. Stephenson, and I will venture to predict that, unless he abandon his position on the subject of gradients, in a very few years he will be left far behind the age in which he lives. One of our Marys predicted that, when dead, the word Calais would be found written on her heart. If anything be found graven on Mr. Stephenson's, it will be gradient. It seems to be his dream by night, and his stalking horse by day. How does the evidence of Mr. Locke consist with that given by him on another

occasion? He has come here to represent a gradient of 1 in 150 as objectionable, and yet I heard that very man state, before the Committee of the Barnsley Junction, that a gradient of 1 in 96, for nine miles, was a good working gradient. That line, be it remembered, was laid out with a view to a very heavy mineral traffic. He is himself engineer of the Lancashire and Carlisle Railway, on which there is a gradient of 1 in 75 for four miles—of the Caledonian, where there is a like gradient—of the Sheffield and Manchester, with a gradient of 1 in 100 the entire distance. Oh, again I say for the censorship of the press over engineers! Have the Committee forgotten the manner in which Mr. Hudson gave his evidence, as to the different lines on which the worst gradients are found? To shew how profound he is in railway matters, he first of all stated that gradients, such as ours, were mere experiments; that their practicability had to be tried. Whereas, in truth, the very first railway that was made—of course I mean for public traffic—the Manchester and Liverpool, has far worse gradients, and is as punctual in its journeys as it is possible for railway to be. I reminded him of many other lines with heavy gradients. I asked him as to their punctuality. Strange to relate; this modern Crichton—this Napoleon of the steam-empire—knew nothing of the working of any of them. Is not, said I, the Manchester and Liverpool regular and punctual? “I don’t know,” said he; “but I know, some time ago, I was on my return from a visit to Lord de Grey, in Ireland—(‘How merrily we apples swim!’)—and I was two hours in coming from Liverpool to Manchester.” By what train did you come, Mr. Hudson? Why, it turns out that the guest of the palace in Dublin travelled by a second class train, which is avowedly a slow train, and stops about twenty times between Liverpool and Manchester. One of the noble Lords asked him as to the Birmingham and Gloucester line, on which I believe there is the worst gradient in existence. He sought to make it appear that it was irregular in its journeys, till he found out that that noble Lord sometimes travelled by it, and then he confessed that he knew little or nothing about it. To enumerate the absurdities propounded by the witnesses on the other side, would exhaust my strength, and your Lordships’ patience. A few of them I will state. One gentleman told us that the Birmingham and Gloucester was the worst railway in the world, but that ours is worse than the Birmingham and Gloucester. Another, that corn will not go by rail, though we had

proved that we carry 240,000 quarters every year. Another, that no sane man would ever think of sending lime by rail, although it is in evidence that Mr. Hudson sends thousands of tons every year. Another, that steep gradients must raise the cost of travelling and carriage, although, in the same breath, he stated that the very line on which he is stationed has the worst gradients of any under Mr. Hudson's control, and that the fares on it are lower than on any other line in England. Another came to tell us that the Normanton Station is not crowded—that there is no delay there—and that, in point of fact, it would serve all the railways in the country. Why, if this be so, did Mr. Hudson say any thing about delay in his prospectus, shewing the necessity of the line between Wakefield and Oakenshaw? Why are you compelled to keep pilot engines at the station? Why have you adopted new regulations for the prevention of confusion, if no confusion existed? Why are you now laying down new side rails, if you have such abundance of room? The answers to these inquiries must justify Mr. Harris's anxiety to avoid Normanton, and confound those who would drag us into the chaos of that station. But, amongst the monstrosities propounded by King Hudson's subjects, let me do justice to Mr. Bidder. To him, subtraction and division have been addition and multiplication all his lifetime. The golden rule of Mr. Owen, in Scott's novel of Rob Roy, "Let A do to B as he would have B do to A, and the product will be mutual good," is worth more than all the arithmetic in the world. Captain Laws, Mr. Harris, Mr. Hawkshaw, and many others, have proved that the entire locomotive cost of the line will be about £3,500; and yet, this worthy has told us that our line, from Wakefield to Pontefract, will cost more, in locomotive power, by £3,000, than Mr. Birkenshaw's. Well done, Bidder! Never despair, Mr. Hudson! Propound what you will! Put up any lot to public gullibility; you will always be sure of a Bidder. But, to my astonishment, this gentleman did admit that our gradient is a workable gradient. But what is the purport of all this adverse evidence? What its object? Why are we called upon to surrender this important link in our chain? Why should we be stopped at Normanton? Why are the public to lose the immense advantage of unity of management? Why, we are told, to avoid any interference with Mr. Smyth's estate and interests; and yet they would drive us close by Sir Edward Dodsworth's park, through his lodge, across his coach road, destroying his fish preserves, and

passing much nearer to his house, than we purpose, by our line, to pass Mr. Smyth's. All this, in addition to the mischief resulting from proximity to an existing line, as I have before described. My Lords, I have occupied much of your time. I thank you, most sincerely, for the patience and attention with which you have listened to my observations. I am sure, my Lords, that you will not hastily disappoint the expectations, and extinguish the hopes of those, who have embarked in an undertaking of such magnitude and importance, as I believe this has been proved to be. At any rate, my Lords, I am supported in that belief by the wisdom of the Board of Trade, whose report may be ranked in the literature of our age, by men of undoubted science and high reputation, and by the unanimous decision of a Committee of the other House, after eighteen days' patient investigation. My Lords, look well at the requirements of the all-important district depicted on that map. The valleys of the Aire and the Calder—the great towns of Bradford, Leeds, and Wakefield—the manufacturing towns and villages throughout the west-riding of Yorkshire—the agricultural district in the east—all are looking to the completion of this line, as perfecting one of the main arteries for the life-blood of the land. It promises food to all; it waits only your Lordships' sanction for the fulfilment of that promise. The manufacturer, the miner, the farmer, the artisan, all are interested in our success; all have petitioned for your Lordships' sanction. Pass the preamble of this Bill, my Lords, and I humbly, but confidently venture to predict, that the beneficial results of your decision will far outstrip the warmest anticipations—they shall reach from the broad lakes of America, to the wilds of Siberia!

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